Council Proceedings.

COUNCIL CHAMBER, September 6, 1886.

A special meeting of the Council was held. Present—Mayor Hodgens (in the chair), Ald. Taylor, Davis, O'Meara, McDonald, Hook, Stringer, Dawson, Garrett, Boyd, Nutkins, Heaman, Bartlett.

The returns of the vote of the ratepayers taken upon the by-laws to grant respectively $40,000 and $25,000 to the West Ontario Pacific Railway, were read by the City Clerk received and filed.

By-laws to confirm the granting by way of bonus to the West Ontario Pacific Railway respectively of $40,000 and a right of way through the city, and of $25,000, were read a third time and finally passed.

COMMUNICATIONS READ.

From the Western Fair Board—For a supply of water during the Fair week. No. 2.

From Rev. W. M. Seaborne—For permission to use the Town Hall in No. 5 Ward for four Sundays. Granted.

THE NEW RAILWAY.

Ald. Taylor, as Chairman of the Special Railway Committee, read the following petition, which it was desired to present to the Lieutenant-Governor in consequence of some objection having been raised to the passage of the West Ontario Pacific Railway through the Asylum grounds:—

To his Honor the Lieutenant-Governor of the Province of Ontario in Council:—

The petition of the Municipal Council of the Corporation of the City of London humbly sheweth

That the Corporation of the City of London has granted to the West Ontario Pacific Railway Company a bonus of $40,000 and certain lands for station grounds, and a further bonus of $25,000 in case London is made a divisional point, and the said railway is now in course of construction.

That it is intended that the said railway which runs from Woodstock to London shall be continued as a through line to the Detroit and Niagara Rivers, and that it is therefore of great importance that the curves and grades upon it should be as easy as practicable.

That the railway as laid out crosses the grounds of the London Asylum for the Insane at the distance of over 700 feet from the point of the main building, and practically upon the level.

That the Asylum grounds extend along the eastern limit of the city for seven-eighths of a mile.

That the Grand Trunk Railway runs within 1,000 feet of the said main building.

That it is proposed by the said West Ontario Pacific Railway Company to fence the line of the track across the Asylum on both sides, with a fence similar to that now surrounding the grounds, and to have a watchman stationed at the point where its line crosses the main avenue upon the Asylum grounds, and to put up gates at the avenue to be closed during the passing of trains only.

That the said railway cannot without greatly injuring it as a through line, be brought through the city except through the Asylum grounds, and any other way of entrance to the city besides would be much more injurious to the property through which it passes and much more expensive.

That to cross the Asylum grounds north of the building would require a deep cutting through them.

That if the railway was brought south of the Asylum grounds it would have to cross the Grand Trunk Railway in an incline and to cross Dundas street twice.

That under all the circumstances your petitioners are of the opinion that the best practicable way of access to the city for the said railway is that now laid out by the said company, and your petitioners believe that it will not seriously affect the Asylum grounds or materially interfere with the Asylum for the purposes for which it is designed and used.

That if the railway was to pass north or south of the Asylum grounds it would cross roads which are the means of access from the Asylum to the city and upon which there could be no legal obligation to keep watchmen, while the crossing under the proposed plan will be amply protected and safe.

Your petitioners therefore pray that your Honor will be pleased to assent to the crossing by the railway of the Asylum grounds on the route laid out by the said company and under the conditions before mentioned.

His Worship read a communication from Messrs. Durand & Moore, civil engineers, confirming the points mentioned in the petition as to the annoyance and danger that would result from crossing either further north or south of the present location, and the advantage of adopting the line laid out.